

23 JAN 1975

MEMORANDUM FOR: Chief, Logistics Services Division, OL

SUBJECT : Survey of Pneumatic-Tube System

REFERENCE : Memo dtd 19 Dec 74 to C/P&PS/OL fr C/LSD/OL, Subject:
Survey of Pneumatic Tube System-Division Level
Objective D57804

1. Tentatively, we agree with the summation contained in paragraph 2 of your memorandum. Before final agreement, however, we believe several important and interrelated questions should be answered. These concern customer demand for the Carrier service, and capacity of the system at present compared with capacity potential if the system is modified or modernized.

2. Paragraph 1, attachment A and paragraph 1, attachment c, indicate that Carrier demand is currently stable at 1.3 million transmissions annually. The questions are:

a. Is this stability due to the fact that the system is now operating at, or near, full capacity?

b. If the system is not operating at full capacity, how much additional volume can it handle and will this reserve capacity be adequate for customer demands in the foreseeable future?

c. If the system is operating at full capacity, how much increase can be expected in customer demands if greater capacity is made available through modification or modernization of the system?

3. If it is determined that the present system has adequate capacity to fulfill any foreseen future customer demands, we then agree entirely with your opinion and the recommended option as stated in paragraph 1 of attachment C, i.e., "Employ a Modified Status Quo". Action under this approach would be limited primarily to manning adjustments, correcting Carrier closure defects, and providing instructional guidance in system use.

4. Conversely, if all potential future customer demands cannot be met due to capacity limitations of the present system, we believe that further research is needed in obtaining more precise modification and modernization estimates, and in determining their cost effectiveness.

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5. In summary, we recommend that the Office of Logistics have the best possible knowledge on future customer requirements before reaching a final decision on changes to the system. In this respect, we would obviously want to avoid a situation where we improved the system with new equipment and expedited service to the point that capacity far exceeded forthcoming demands.

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Chief
Plans and Programs Staff, OL

cc: Director of Logistics

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